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A STRATEGIC MAP STUDY OF KAMCHATKA

Prepared by

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S U M M A R Y O F C O N T E N T S

A Strategic Map Study of Kamchatka  
(No 240,50)

The eight maps translated and reproduced in this publication are taken from a series of sixteen maps titles "Appendix Maps 1 - 16," dated 1 Aug 1943. The issuing authority and the name of the document to which they were appended are unknown. Only those maps which are of intelligence value have been reproduced.

The set provides a thorough study of Kamchatka, showing topography, harbors and harbor installations, transportation facilities, the signal communications network, fishing areas, meteorological conditions, airfields and air routes, and the distribution of industry and natural resources.

Pages 1 through 13

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EXTRACT TRANSLATION

Doc No 240350

A STRATEGIC MAP STUDY OF KAMCHATKA

1 Aug 1943

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- Map No 7. Air Routes and Airfields in the Kamchatka Area
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Kamchatka Area

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MAP NO 1. COASTAL HARBORS OF KAMCHATKA PENINSULAA. Condition of the West Coast

The distance from Cape Lopatka northeast to the mouth of Penzhinskaya Bay is about 1,400 kilometers. The coast is in general a straight line without indentation. There are very few places which can be called bays except for Kavacha Bay. On the coast between Cape Lopatka and Ozernoye, steep hills run close to the shore and this is especially noticeable near Kambalny Gulf. Between Ozernoye and Cape Yuzhny it is generally low and flat; there are shallow bays, and here Japanese and Soviet fishing stations are numerous. The ships are obliged to anchor offshore about 2 kilometers from the coast. Between Cape Yuzhny and Podkagernaya high land adjoins the coast line and there are many precipitous cliffs.

The shores of Penzhinskaya Bay, with the exception of the head of the bay, are made up of real cliffs, and this is especially true on the eastern shores. The water of the bay freezes over south of latitude 55 degrees between the end of November and the first of December, and north of it generally about the first of November. As a rule, between the end of April and beginning of May the ice melts from the river mouth. The greatest width of freeze is 30 to 60 kilometers from the shores and the thickness of the ice is about 2 meters. South of latitude 15 degrees there is no apparent freezing.

B. Komandorski Islands

1. Bering Island. Along the coast there are many shoals and these are very dangerous to navigation. The north coast is precipitous, and mountainous land runs close to the shore. Reefs extend far offshore. The whole coast is completely surrounded by shoals and the water is comparatively shallow. The west coast is extremely precipitous and the whole shore is very steep. Although shoals extend far offshore, there are few compared to the east coast, and the water is extremely deep. The water in the vicinity of the islands does not freeze over, but occasionally along the coast line thin ice is to be seen. Ice floes are not seen.

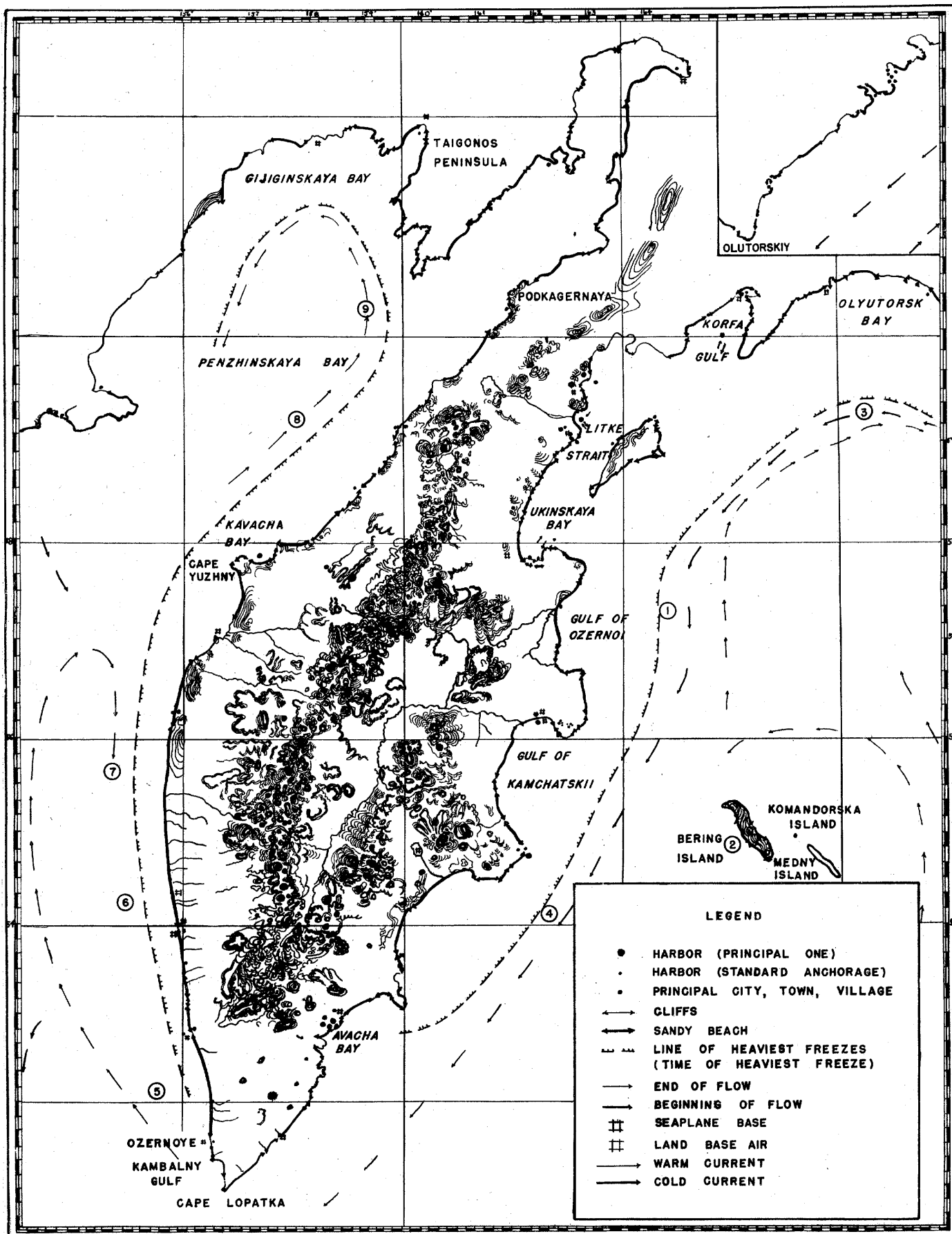
2. Medny Island. The coast is generally high and precipitous. A few rocky hummocks are scattered along the water's edge and the beaches are long and narrow. The coast line bends slightly and there are no good anchorages for large ships. Conditions of water freezing near the shore are similar to those of Bering Island.

C. Conditions on the East Coast

The coast is very much indented and there are comparatively good harbors here and there. But mountain ranges run close to the shore. There are cliffs and precipices and in many places it is difficult to make landings. The chief harbors are Avacha Bay (Petropavlovsk), Kamchatka Bay and Korfa Bay. Freezing takes place from the end of October to the middle of November and its greatest extent is about 90 kilometers from the coast. The thaw comes

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**SECRET****MAP NO 1. COASTAL HARBORS OF KAMCHATKA PENINSULA****SECRET**



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generally the last of May. However, there is a warm current near the coast, south of Avacha Bay, and with a northern freezing of the sea's surface is not evident. A few ice floes occasionally block up the coast line.

D. Key

1. Freezes - end of Oct to middle of Nov  
Thaws - beginning of May
2. Although in the indentations of the coast line of Bering Island there are sandy beaches, their positions are not clear.
3. Freezes - end of Oct to middle of Nov  
Thaws - end of May
4. Freezes - end of Oct to middle of Nov  
Thaws - end of May
5. Freezes - end of Nov to first of Dec  
Thaws - beginning of Apr to beginning of May
6. Freezes - end of Nov to first of Dec  
Thaws - beginning of Apr to beginning of May
7. Freezes - beginning of Nov  
Thaws - beginning of Apr to beginning of May
8. Freezes - beginning of Nov  
Thaws - beginning of Apr to beginning of May
9. Freezes - beginning of Nov  
Thaws - beginning of Apr to beginning of May

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MAP NO 2. COMMUNICATION LINES IN THE KAMCHATKA AREA  
(EXCLUDING AIR ROUTES)

A. Sea Communication

With the exception of the southern region on the eastern coast of Kamchatka Peninsula, it is very difficult to navigate around Kamchatka from the middle or end of October until May due to freezing. Trouble is usually encountered even in summer navigation on account of the presence of general heavy fog.

B. Overland Communication

Owing to terrain obstacles and unfavorable weather conditions, road improvement is incomplete; even today it is necessary to utilize canals and rivers during the summer, and in winter to travel by means of sled.

C. Kamchatka River

River			Lower Reaches	Middle	Upper Reaches
	Length		About 160 km	About 360 km	About 200 km
Data	Width		800-2000 meters	500-800 meters	300-500 meters
	Speed of current		About 7 meters per hour	9-11 meters per hour	11-14 meters per hour
	Depth of water	High water	About 3 meters (7)	3.3 meters	From middle of May to middle of Jun - 2.4 meters
		Low water	2.1 meters	1.9 meters	End of August - 1.5 meters
Ship- ping	Draught of ship		Between river mouth and Tolbachik - 1.15 meters		0.9 meters
	Speed		About 13 km per hour		27 km per hour <u>[sic]</u>
	Proceeding up river		10 days (daily operation 10 hours)		2 days
	Proceeding down river		4 days (daily operation 10 hours)		0.5 days
Number of steamers					
Boundaries of river navigation			Between river mouth and Kozyrevsk - draught of 1.2 meters; between Kozyrevsk and Tolbachik - draught of 0.9 meters.		

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D. Tigil River

River Data	Length		River mouth to Tigil - 48 kilometers (whole length - 216 kilometers)
	Width		500-800 meters
	Speed of current		About 6 kilometers per hour
Ship- ping		High water	About 3 meters
	Depth of water	Low water	About 1 meter
		Steamers with shallow draught	
	Speed	Upstream	1 day to Tigil
		Downstream	Half a day

E. Bolshaya (TN: Bolshaya - Plotnikova) River

River	Length		River mouth to Bolshertsk - 40 km (whole length-250 km)	Note: River mouth 200-300 meters; Bolshertsk neighborhood-100 meters; Apache- 50 meters.
	Width		300-1000 meters	
	Speed of current		About 6 km per hour	
Data	Depth of water	High water	About 2 meters	
		Low water		
Ship- ping	Draught of ship		About 1 meter	Note: Canoe between river mouth and Bolshertsk: up-stream - 2 to 3 days; down-stream - 1 day. Apache to Bolshertsk down-stream only.
	Speed		About 29 km per hour /sic/	
	Proceeding up river		Up to Bolshertsk - 1 day	
	Proceeding down river		Half a day	

F. Key

1. Irregular navigation route.
2. Navigable for small boats only, about 130 km upstream
3. Navigable for small boats only, about 130 km upstream
4. Navigation possible up to approximately 90 km upstream
5. Navigable for small boats only, about 130 km upstream
6. Navigable for small boats only, 200 km upstream
7. Navigable for small boats only, about 270 km upstream
8. Navigable for small boats, about 50 km upstream

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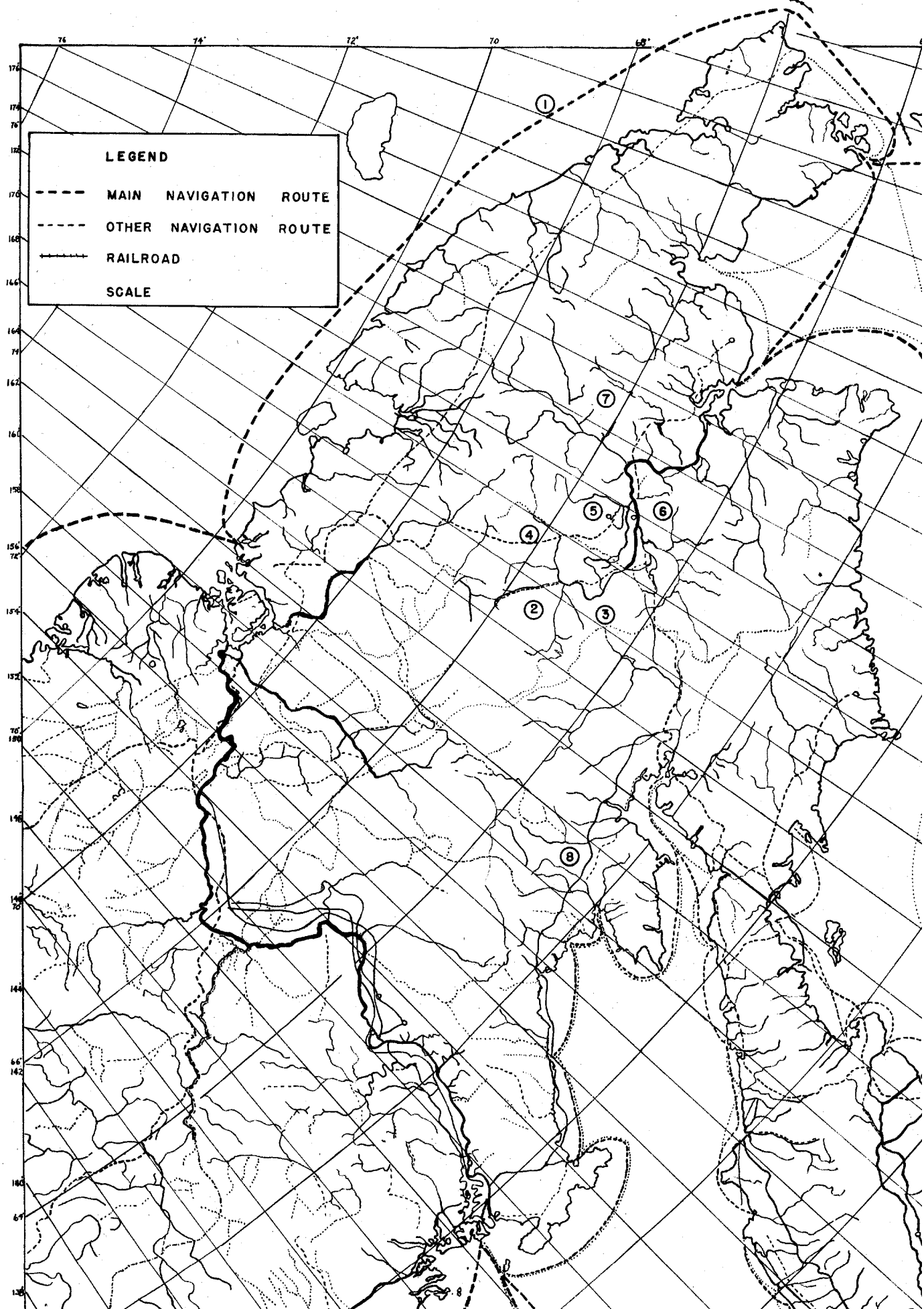
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9. A regular navigation route, navigation possible from end of May to the beginning of Oct
10. A regular navigation route, navigation possible from the end of May to the beginning of Oct
11. An irregular navigation route, navigation possible from the beginning of Jun to the beginning of Oct
12. A regular navigation route, navigation possible from May to Oct

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MAP NO 2. COMMUNICATION LINES IN THE KAMCHATKA AREA (EXCLI



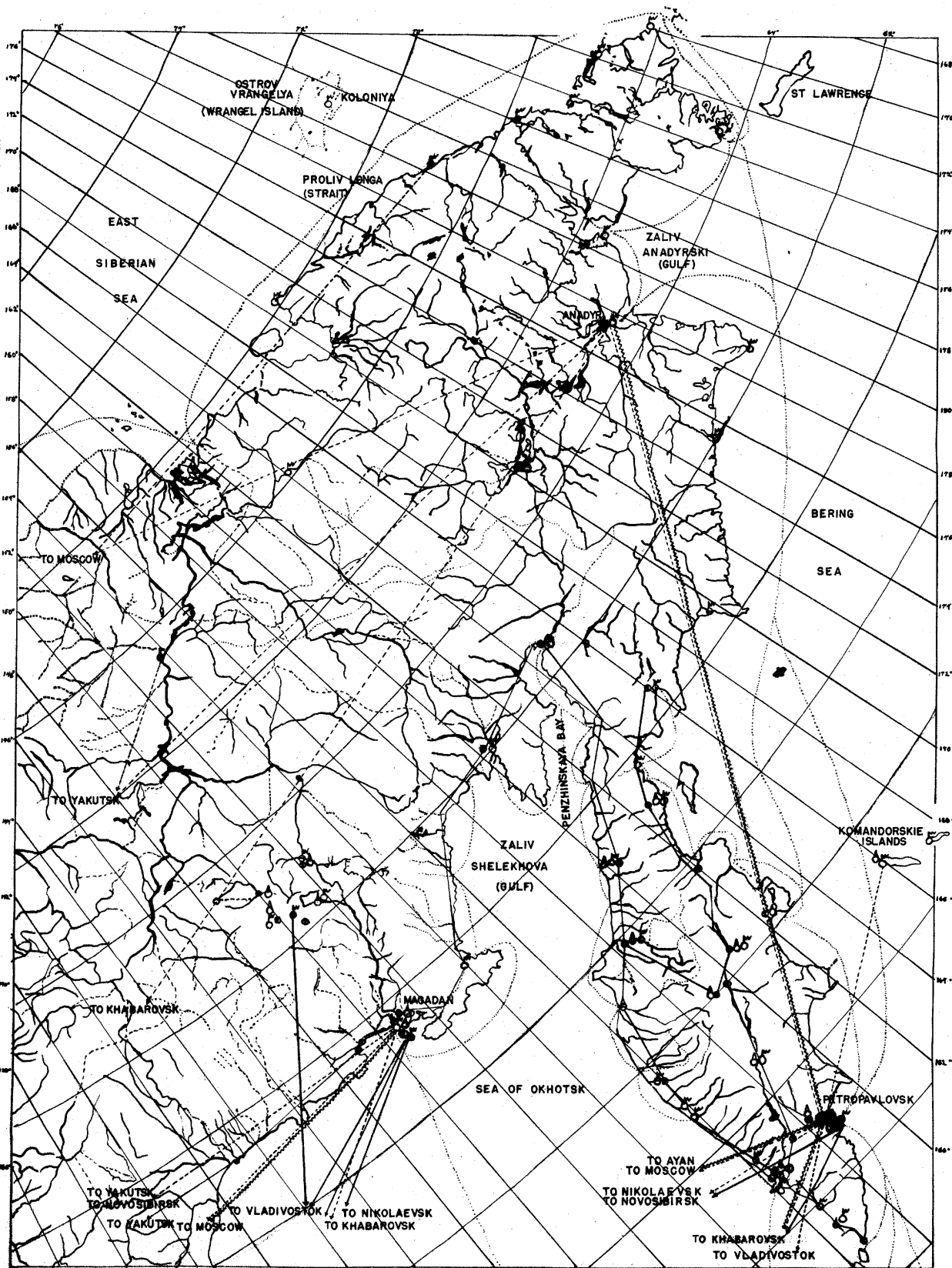
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# MAP NO 3. COMMUNICATIONS NETWORK OF KAMCHATKA

**LEGEND**

WIRE	①	WIRE TELEGRAPHY (TELEPHONE) NETWORK (MILITARY AND PUBLIC USE)
	②	
WIRELESS	③	TELEGRAPH (TELEPHONE) BUREAU
	④	CITY TELEPHONE BUREAU
	⑤	WIRELESS TELEGRAPHY NETWORK, PUBLIC USE
	⑥	WIRELESS TELEPHONY NETWORK, PUBLIC USE
BROAD-CAST	⑦	WIRELESS STATION
	⑧	WIRELESS COMMUNICATION NETWORK, MILITARY USE
BROAD-CAST	⑨	WIRELESS STATION, MILITARY USE
	⑩	BROADCASTING BUREAU
BROAD-CAST	⑪	CENTRAL BROADCASTING STATION

THERE IS A DEFICIENCY OF WIRE INSTALLATIONS, AND WIRELESS COMMUNICATION IS DEPENDED UPON FOR THE MOST PART. THE PIVOTAL POINTS IN COMMUNICATIONS ARE PETROPAVLOVSK, MAGADAN AND ANADYR. MOST OF THE MAIN COMMUNICATION LINES TO CENTRAL (EUROPEAN) RUSSIA PASS THROUGH Khabarovsk, AND SOME THROUGH YAKUTSK.

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MAP NO. 4. FISHERIES IN THE KAMCHATKA AREAKey

1. Olyutorskoe Factory (Olyutorskoe Area Hq)  
Fishing Area Number 1,255  
Factory Number 70
2. Impuka Factory (Impuka Area Hq)  
Fishing Area Number 1,227
- 2a. Cargo Shrine (SHINTO)
3. UERINAN\* Factory (UERINANSUKI\*) - (UERINAN\* Area Hq)  
Fishing Area Number 1,205
4. Vyvnyk (Vyvnyk Area Hq)  
Fishing Area Number 1,160
5. Kichiga Factory (Kichiga Area Hq)  
Fishing Area Number 1,133  
Factory Number 73
6. Tuumlyat (Tuumlyat Area Hq)  
Fishing Area Number 1,117
7. Kayum (Kayum Area Hq)  
Fishing Area Number 1,088
8. Pankara Factory (Pankara Area Hq)  
Fishing Area Number 1,067  
Factory Number 63
9. Rusakova Factory (Rusakova Area Hq)  
Fishing Area Number 1,088  
Factory Number 68
10. Khalyulya (Khalyulya Area Hq)  
Fishing Area Number 1,049
11. Uka Factory (Uka Area Hq)  
Fishing Area Number 1,037  
Factory Number 69
12. East Ozernoye (East Ozernoye Area Hq)  
Fishing Area Number 1,007
13. North Kam River No 1 Factory (North Kam River Area Hq)  
Fishing Area Number 985  
Factory 39
14. North Kam River No 2 Factory  
Fishing Area Number 984  
Factory Number 37  
The factory is located 1,060 meters southwest of the mouth of the Kamchatsk River.

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15. Kam River No 3 Factory (South Kam River Area Hq)  
Fishing Area Number 975  
Factory Number 36  
Factory is located 3,604 meters southwest of the mouth  
of the Kamchatsk River.
16. Utkholok Factory (Utkholok Area Hq)  
Fishing Area Number 639  
Factory Number 10
17. Moroshechnoe Factory (Moroshechnoe Area Hq)  
Fishing Area Number 677  
Factory Number 11
18. Sopochnoe No 2 Factory (Sopochnoe Area Hq)  
Fishing Area Number 693  
Factory Number 12
19. Sopochnoe No 1 Factory (Sopochnoe Area Hq)  
(?) Fishing Area Number 108  
Salmon (?) Fishing Area Number 696  
Factory Number 13
20. Icha Factory (Icha Area Hq)  
Fishing Area Number 708  
Factory Number 14
21. Oblukovino Factory (Oblukovino Area Hq)  
Fishing Area Number 722  
Factory Number 15
22. Krutogorovo Factory (Krutogorovo Area Hq)  
Fishing Area Number 734  
Factory Number 16
23. KONPA\* Factory (KONPA\* Area Hq)  
Fishing Area Number 743 (Viewed from the point at the  
Factory Number 42 anchorage from which the three  
smokestacks appear as one)
24. North Vorovskoe Factory (Vorovskoe Area Hq)  
Fishing Area Number 757  
Factory Number 18
25. South Vorovskoe Factory (Number 19 is lit up with red  
Fishing Area Number 766 bulbs at night)  
Factory Number 19
26. KEFUTA\* Area, TEJIMA\* Factory  
Fishing Area Number 772  
Factory Number 20
27. KEFUTA\* Factory (KEFUTA\* Area Hq)  
Fishing Area Number 776  
Factory Number 21

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28. PUIMUTA\* Factory (PUIMUTA\* Area Hq)  
Fishing Area Number 783  
Factory Number 22
29. Utka Area No 2 Factory  
Fishing Area Number 799  
Factory Number --
30. Utka Factory No 1 (Utka Area Hq)  
Fishing Area Number 802  
Factory Number 24
31. South KISHIKA\* No 3 Factory  
Fishing Area Number 829  
Factory Number 27
32. South KISHIKA\* No 2 Factory (South KISHIKA\* Area Hq)  
Fishing Area Number 837 (The steamer anchorage is just off-  
Factory Number 28 shore from the northern net factory,)
33. South KISHIKA\* No 1 Factory  
Fishing Area Number 839  
Factory Number 29
34. Opala Area No 2 Factory  
Fishing Area Number 843  
Factory Number 31
35. Opala Area No 1 Factory (Opala Area Hq)  
Fishing Area Number 848  
Factory Number 30
36. GOZEGOCHITSUKU\* Factory (Business offices are to be seen  
Fishing Area Number 855 east of the anchorage.)  
Factory Number 31
37. Yavina No 2 Factory (Yavina Area Hq)  
Fishing Area Number 858  
Factory Number 32
38. Yavina No 1 Factory  
Fishing Area Number 861  
Factory Number 33
39. Ozernoe Factory (Ozernoe Area Hq)  
Fishing Area Number 866  
Factory Number 34
40. KISHIGA\* (KISHIGA\* Area Hq)  
Fishing Area Number 534  
Not seen if you enter the area bound by the west bank of the  
ZEMURIYANOI\* River and the east shore of MATSUGINO\* Island.

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MAP NO 5. COASTAL HARBORS ON THE NORTH SHORE OF THE SEA OF OKHOTSKA. Conditions of Coastal Harbors

The coast line of the Lower Amur Oblast from Lisianskogo Peninsula east to Cape Tolstoi has many indentations, but with the exception of Taiskaya Bay, the various bays are exposed to winds from the south and other elements and lack well-protected anchorages. The coast line, except for Cape Tolstoi, is a strip of high land, and in places where foothills of the mountains adjoin the shore it is very precipitous. From Cape Tolstoi to the Gizhiga River the coast line is not deeply indented and there is a lack of well-protected harbors. Rock hummocks are scattered along the coast and this is particularly evident along the northern part of the coast.

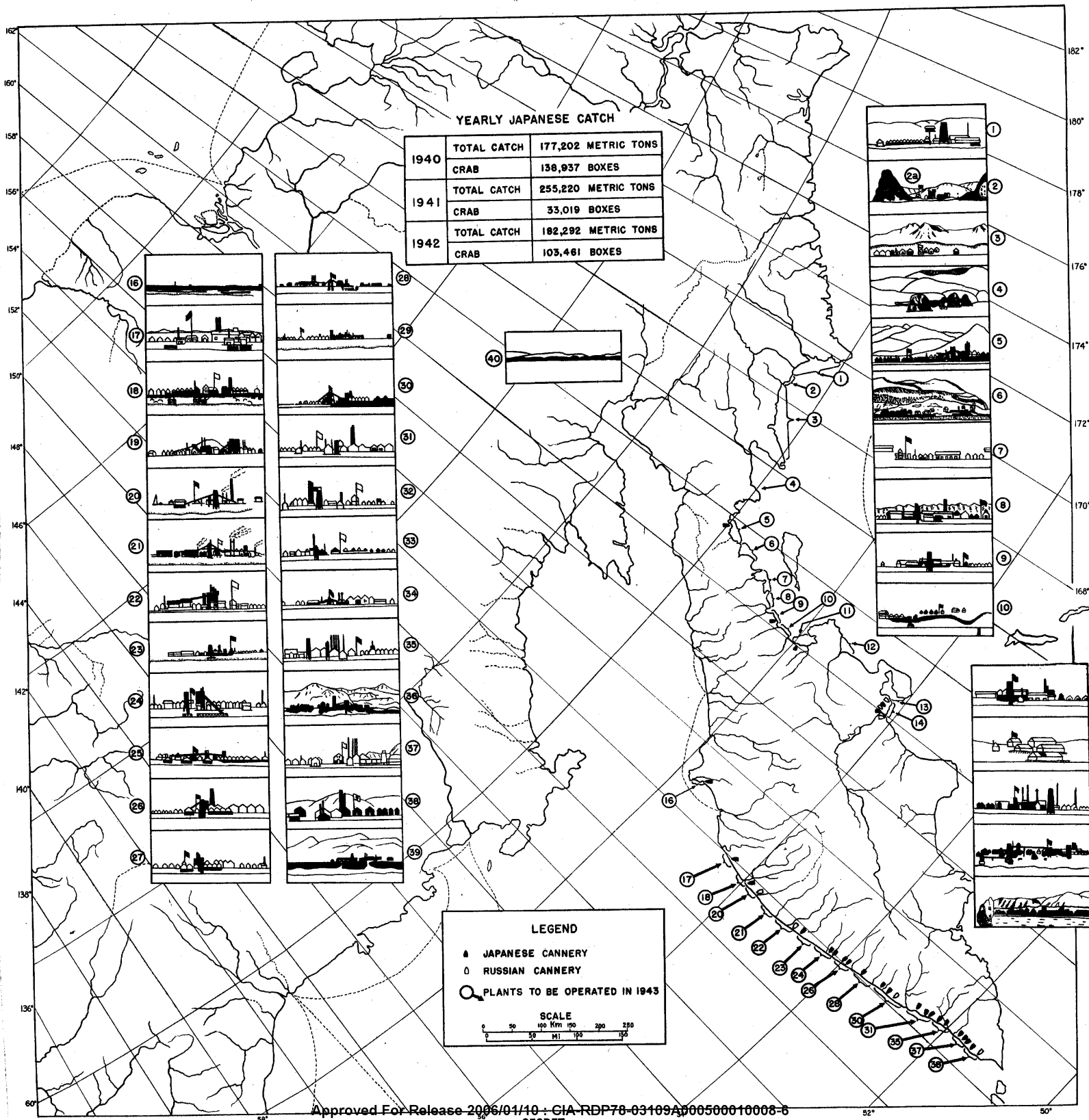
B. Key

1. Freezes - beginning of Nov  
Thaws - beginning of Apr to beginning of May
2. Freezes - beginning of Nov  
Thaws - beginning of Apr to beginning of May
3. Freezes - end of Nov  
Thaws - beginning of Jun
4. Freezes - end of Nov  
Thaws - end of Jun
5. Magadan - used as a base for all types of shipping

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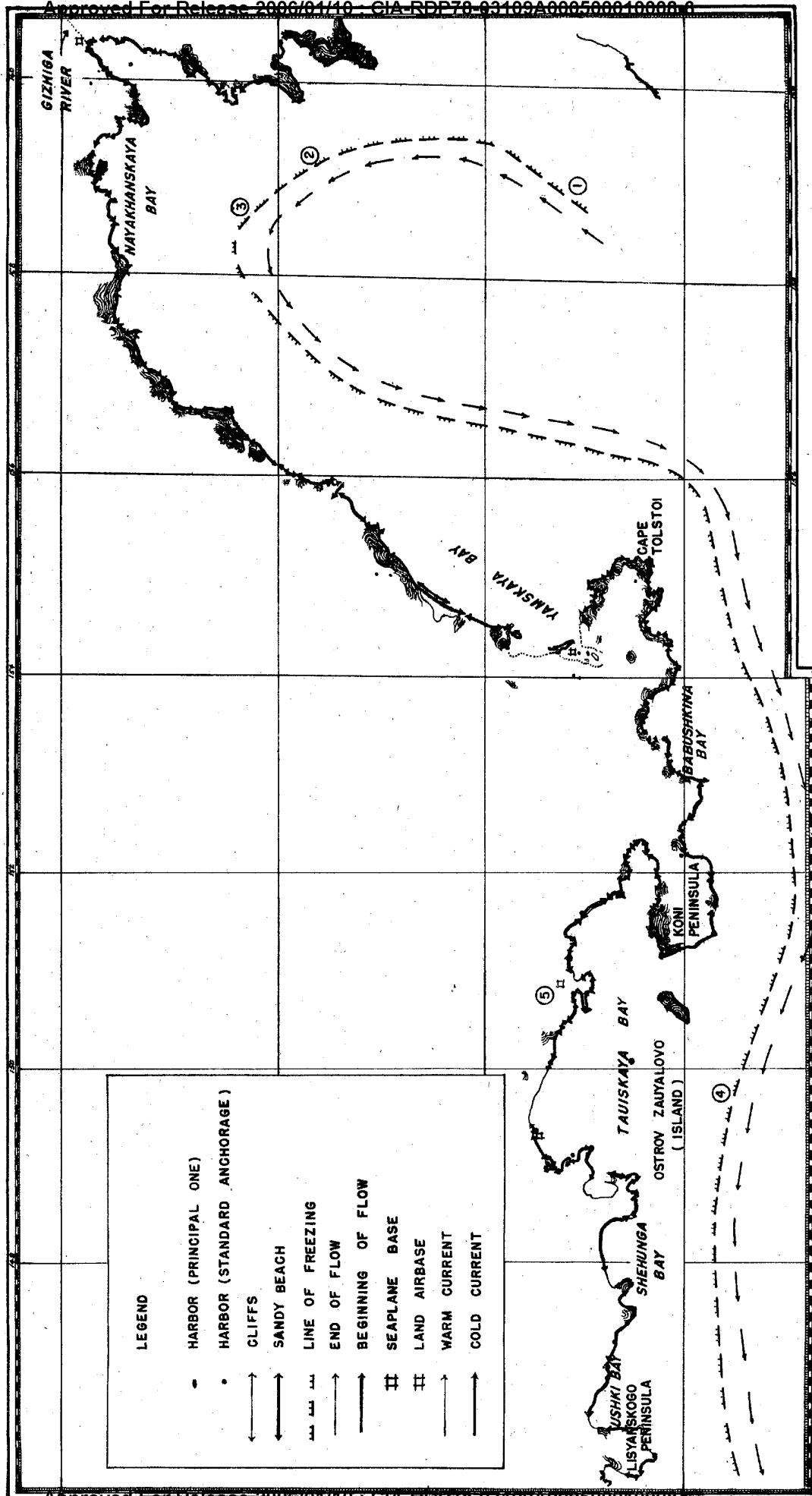
# MAP NO 4. FISHERIES IN THE KAMCHATKA AREA



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# MAP NO 5. COASTAL HARBORS ON THE NORTH SHORE OF THE SEA OF OKHOTSK



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MAP NO 6. COASTAL HARBORS OF THE CHUKOTSKI AREA

A. Bering Sea Coast\*1

From Cape Olyutorski to Cape Navarin mountainous land adjoins the shore and there is a lack of good ports and harbors. From Cape Navarin to Cape Dezhneva the coast line has a good number of indentations, and there are a few harbors suitable for anchorage. The coast is generally made up of flat land.

B. Arctic Ocean Coast

The shores and harbors on the Arctic Ocean have many unsurveyed sections, but although the details are uncertain the coast is somewhat indented and in places there are harbors suitable for anchorage.

C. Atmospheric Pressure

High atmospheric pressure in the summer is found in the area of the Pacific Ocean off Japan. Although the Bering Sea is generally calm, fogs are common.

D. Key

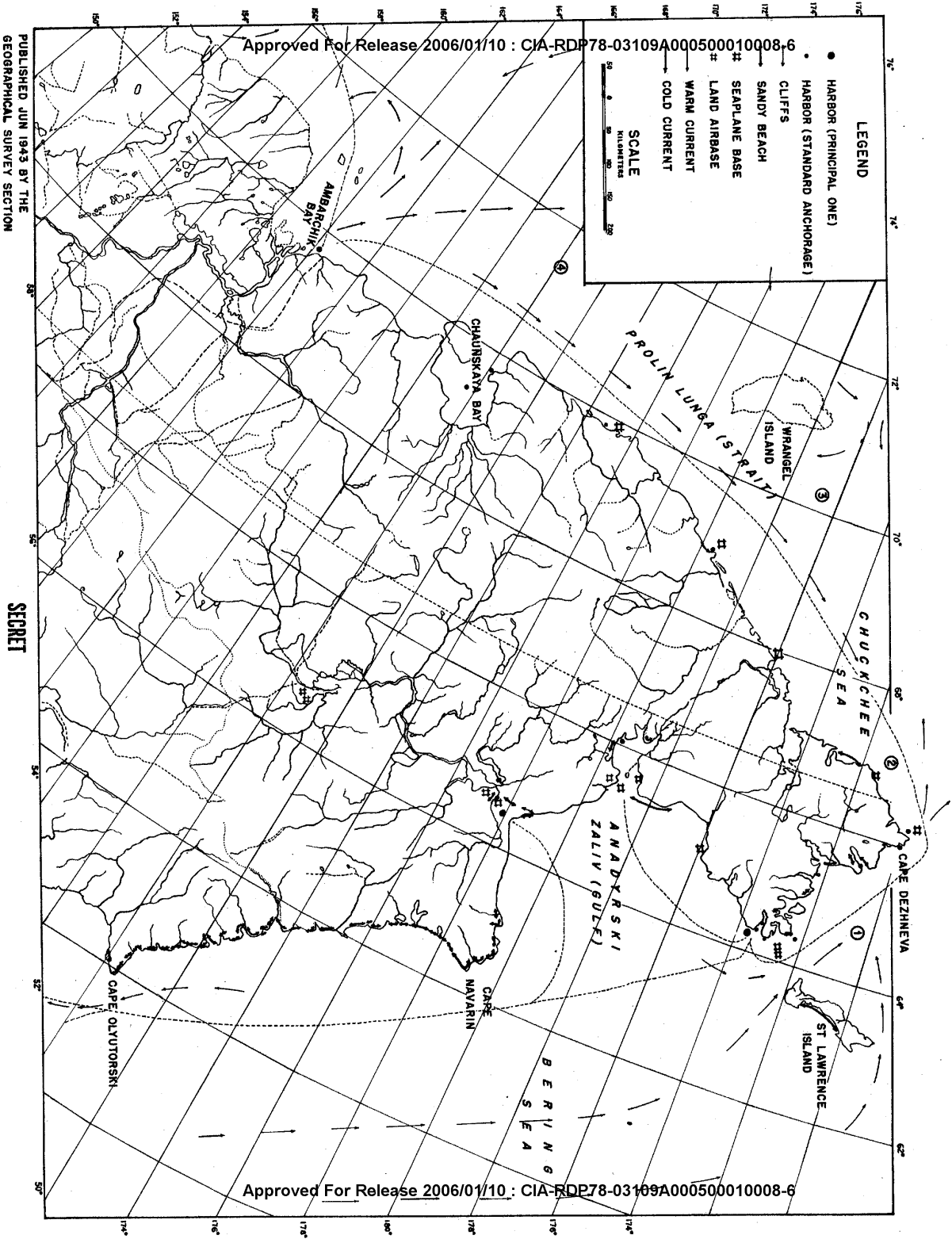
1. Period of navigation - beginning of Jul to end of Sep
2. Freezes - during Sep  
Thaws - from the middle of May to the beginning of Jun
3. This area has the greatest number of fogs in the Arctic Ocean.
4. Period of Pacific Ocean navigation - from the beginning of Jul to the middle or end of Oct

\*1. Details of conditions on the coast are unknown.

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# MAP NO 6. COASTAL HARBORS OF THE CHUKOTSKI AREA



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MAP NO 7. AIR ROUTES AND AIRFIELDS IN THE KAMCHATKA AREAA. Summary

This area is greatly influenced by the weather and atmospheric conditions of neighboring areas and there is a lack of suitable ground for airfields, particularly land airfields. For this reason the opening of air routes has been rather late. Although the desired locations have not been obtained as yet, the USSR has recently considered the expansion and development of these as most essential to facilitate Soviet-American cooperation. The Russians have overcome many difficulties and have made strong endeavors to complete these airfields. Moreover, the routes via Yakutsk, Seimchan, Velkal, Nome, Fairbanks and Seattle are already serviceable.

B. Notes

1. Standards deciding suitability or non-suitability for planes depending on meteorological tables are as follows:

a. A region in which the air route is covered by a high pressure area and the weather is clear, or in which the clouds occur in banks, is suitable for flying.

b. Flying is possible when it is cloudy, when the fog is thin because of the degree of atmospheric pressure.

c. Flying is difficult when there is a dense covering of clouds accompanied by rain, snow or a snowstorm in a low pressure area, or when there is a dense fog.

2. Standard of determination is as follows:

a. Excellent - when less than 40 percent of the days in a month are unsuitable for flying.

b. Good - when between 41 percent and 59 percent of a month.

c. Fairly good - when between 60 percent and 69 percent of a month.

d. Bad - when more than 70 percent of a month.

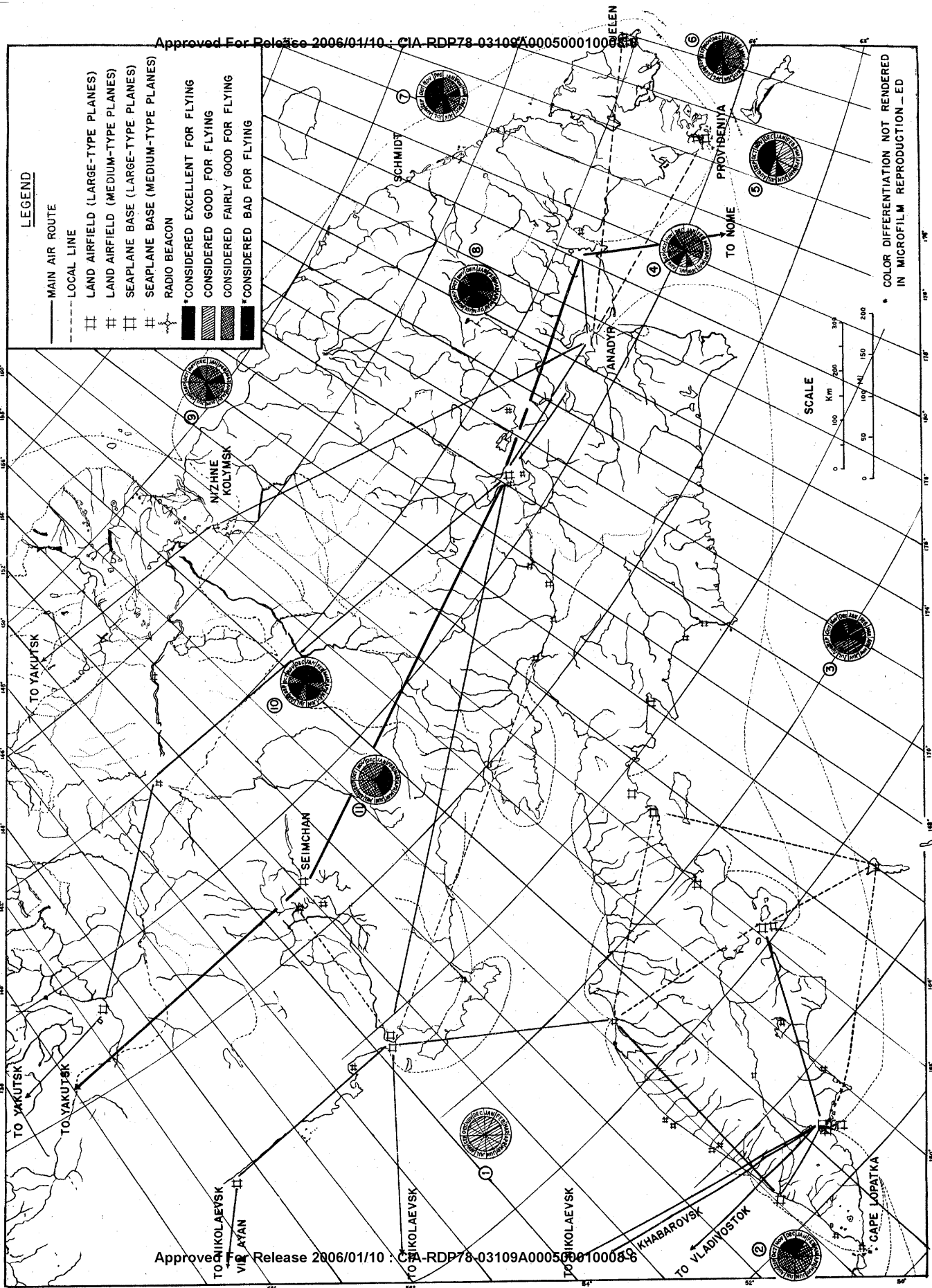
C. Key

1. Weather summary of Sea of Okhotsk
2. Weather summary of area between Paramushiro and Lopatka
3. Weather summary of Bering Sea
4. Weather summary of area between Anadyr and Provideniya
5. Weather summary of area between Nome and Provideniya
6. Weather summary of area between Nome and Uelen
7. Weather summary of area between Uelen and Schmidt
8. Weather summary of the Chukotski area
9. Weather summary of area between Schmidt and Nizhne Kolymsk
10. Weather summary of the northern interior of Okhotsk
11. Weather summary of area between Anadyr and Seimchan

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# MAP NO 7. AIR ROUTES AND AIRFIELDS IN THE KAMCHATKA AREA





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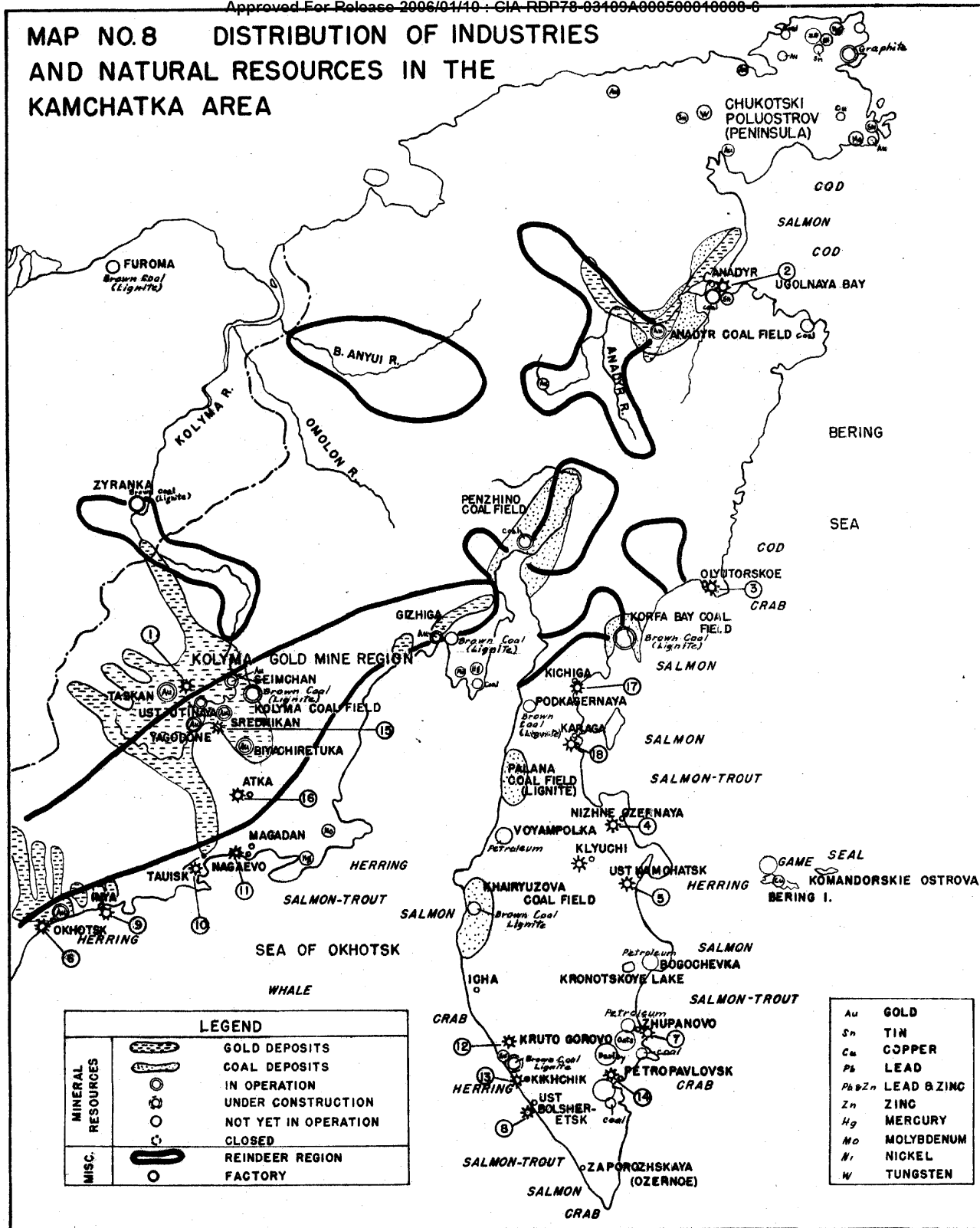
MAP NO 8. DISTRIBUTION OF INDUSTRIES AND NATURAL RESOURCES IN THE  
KAMCHATKA AREA

1. Macaroni factory, Chemical mfg and power plants
2. Canning and fish processing plants
3. Canning and fish processing plants
4. Canning and fish processing and refrigeration plants
5. Shipbuilding, power plant, canning factory, fish processing plant, refrigeration plants and brick factory
6. Power plant, brick plant, lumber mill, sugar plant, clothing plant, food production and fish processing plants
7. Fish processing and refrigeration plants
8. Power, canning and processing plants
9. Fish processing plants
10. Butter plant, leather plant and sauce plants
11. Lumber mill, leather plant, aircraft repair, iron works, ship repair, auto repair, brick, lime, cement, bread, canning, food production, machinery mfg and power plants
12. Canning plant
13. Canning and fish processing plants
14. Shipbuilding, aircraft repair, auto repair, ship repair, power plant, brick plant, lumber mill, canning, fish processing and refrigeration
15. Power plant
16. Brick factory, power plant and auto repair plants
17. Fish processing plant
18. Fish processing plant

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# MAP NO.8 DISTRIBUTION OF INDUSTRIES AND NATURAL RESOURCES IN THE KAMCHATKA AREA



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